

H. C. DEERING.
Brake-Shoes.

No. 150,677.

Patented May 12, 1874.

Fig. 1.

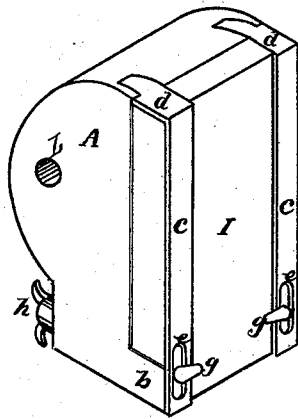


Fig. 2.

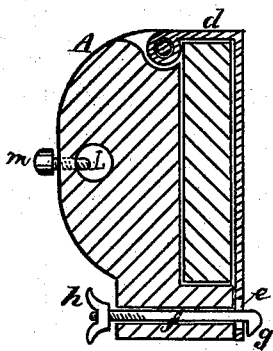
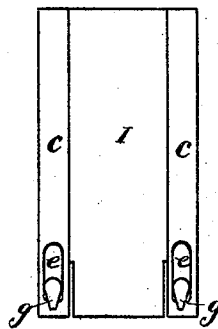


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

HENRY C. DEERING, OF HOPE VALLEY, CALIFORNIA.

IMPROVEMENT IN BRAKE-SHOES.

Specification forming part of Letters Patent No. **150,677**, dated May 12, 1874; application filed March 13, 1874.

To all whom it may concern:

Be it known that I, HENRY C. DEERING, of Hope Valley, Napa county, State of California, have invented an Improvement in Securing Shoes to Brake-Blocks; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvement without further invention or experiment.

My invention relates to a simple and convenient device for securing shoes to brake-blocks, by which the shoe can be renewed with little trouble when it becomes worn out, and which secures the shoe so permanently that it cannot be lost or detached by accident. It further consists of an improvement in securing the block to the brake-bar.

In order to more fully illustrate and explain my invention, reference is had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a perspective view of my invention. Fig. 2 is a section.

A is the brake-block. On the face of this block I provide, at each corner of one end, a post or block, *b*, which is as high as the thickness of the shoe to be used. *C C* are narrow plates or bars of metal, having a portion, *d*, at one end equal in length to the height of the posts *d*, bent at right angles to the main portion of the bar. The end of this bent portion *d* I then secure by a hinge or suitable joint to the corner of the block opposite the posts *b*, so that when the bars are closed down the end of the longer portion of the bar will rest upon the end of the posts, as represented at Figs. 1 and 2, and thus support the long portion of the bars *C* parallel with the face of the block. The extremity of the bars *C* which rests upon the posts *b* is slotted, as shown at *e*. A rod, *f*, passes through a hole in each corner of the block on which the posts *b* are formed, and the end which projects through the ends of the posts is bent over, as at *g*, so as to form a button or head. The opposite end of the rod is provided with screw-threads, and a nut, *h*, is screwed down upon it on the back side of the block. The shoe I can be made of wood, leather, or other suitable material, and is of a proper thickness to

be clamped down by the bars *C* when they are closed upon the posts *b*. A portion of each corner of one end of the shoe-piece *I* corresponding with the posts *b* is removed, so that it will fit down upon the face of the block. The clamps or bars *C* are then closed down, so as to clamp the opposite edges of the shoe. The button or head of each of the rods *f* is then passed through the slots *e*, and turned, so as to button upon the plate. The button is then drawn down upon the plate by the nut *h*, so as to firmly clamp and retain the shoe in place. The space between the bars *C* provides a bearing for the rim of the wheel when the brake is applied.

To replace an old shoe with a new one, the buttons *g* are loosened and turned, so as to release the clamps. The block can then be removed and a new one inserted. The bars *C* should be made of steel, but any metal will answer. *L* is the hole through the block *A* through which the brake-bar passes, in order to support the block in position.

My improvement in securing the block on this bar consists in the employment of a set-screw, *m*, which passes down through the back of the block, so that when it is turned down its end will press against the brake-bar inside of the hole *L*, and thus secure it by frictional contact.

By the above-described arrangement, I provide a cheap, simple, and convenient brake-block, which can be used upon any class of land vehicles.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The block *A*, with its post *b*, and provided with the hinged clamps *C*, having slots *e*, in combination with the screw-rods *f*, with heads *g* and thumb-nut *h*, substantially as and for the purpose described.

2. The block *A*, having the hole *L* for the insertion of the brake-bar, in combination with the screw *m*, substantially as and for the purpose described.

In witness whereof I hereunto set my hand and seal.

HENRY CLAY DEERING. [L. s.]

Witnesses:

J. L. BOONE,

C. M. RICHARDSON.